

Amendments to the Specification:

Please replace the paragraph beginning on page 5, line 3 with the following amended paragraph:

Fig. 7 is a side view of a file cabinet of the present invention with a foldable seat that provides a tabletop; and

Please replace the paragraph beginning on page 5, line 5 with the following amended paragraph:

Fig. 8 is a schematic of an air pressure locking component for the cabinet drawer of the present invention[[.]]:

Please insert the following paragraphs beginning at page 5, line 7:

Fig. 9 is a side view of a file cabinet of the present invention with a drawer shown in an open position; and

Fig. 10 is side view of a file cabinet of the present invention with a drawer shown in an open position.

Please replace the paragraph beginning on page 8, line 1 with the following amended paragraph:

Fig. 4 depicts the preferred embodiment of cabinet **24** comprising side panels **32**, front panel **34**, drawer **26**, drawer face **36**, drawer rails **30**, drawer rail tracks **38**, and rear panel **40**. This embodiment shows no top panel, but one may be included. As described above, the preferred orientation of cabinet **24** is such that rear panel **40** faces away from the vehicle driver rather than the rear of the cab. Fig. 9, depicts drawer **26** in an open position toward a rear of seat **20**. Fig. 10 depicts drawer **26** in an open position toward a front of seat **20**.

Please replace the paragraph beginning on page 8, line 23 with the following amended paragraph:

Fig. 8 shows the preferred embodiment of a schematic of an air pressure locking system for the cabinet drawer of the present invention. Drawer door **26** comprises electrical contact **60** connected via wires **62** to relay **64**. When drawer door **26** is closed, an electric signal is sent via wires **62** to relay **64**. Relay **64** signals electric air supply valve **66** via wires **63** to open so that air from air supply **68** can flow via conduit **70** to conduit **72**. Brake activation valve **80** of air brake system **81** can then be affected by the

driver to send air via conduit **74** to brakes **78** so that brakes **78** are released and to conduit **76** so that relay **82** is activated. Upon activation, relay **82** sends an electric signal via wires **84** to lock **86** so that lock **86** is engaged. Once locked, lock **86** cannot be unlocked and drawer door **26** cannot be opened unless the driver brings the vehicle to a stop and closes brake activation valve **80**.